

Fleet Rule for Transit Agencies



Public Workshops

October 7, 2004 - El Monte
October 8, 2004 - Sacramento

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Health Impacts of Diesels in California

- Annual health impacts
 - 2,900 premature deaths
 - 3,600 hospital admissions
 - 240,000 asthma attacks/respiratory symptoms
 - 600,000 lost days of work
- By comparison
 - 3,700 deaths from car accidents
 - 2,000 homicides

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Why Reduce In-use Diesel Emissions?

- Diesel Engines are Long Lived
- New Engine Standards Offer Long Term Reductions
- In-use Emission Rules Provide Near-Term Reductions
- Control Technology is Available

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Scope

Fleet Rule for Transit Agencies

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graph TD
    A[Fleet Rule for Transit Agencies] --> B[URBAN BUS]
    A --> C[TRANSIT FLEET VEHICLE]
  
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URBAN BUS:

- Urban Bus Engine
- Fuel Path Selection
- ULS Fuel Requirement
- Fleet NOx Average
- % PM Reduction from 2002 Diesel UB Baseline

TRANSIT FLEET VEHICLE:

- Heavy-Duty Truck Engine
- Fleet NOx Average
- % PM Reduction from 2005 Diesel TFV Baseline

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New Requirements: Who Will it Affect?

- Public Transit Agencies
 - Cities, counties, MTAs, JPAs, Councils of Government
 - Operating vehicles not defined as “urban bus”
 - Newly formed agencies

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New Requirements: What Will it Affect?

- “Transit Fleet Vehicles”
 - Vehicle over 8,500 lb GVWR, not “urban bus” operated with a heavy-duty diesel engine or “typically” operated by a heavy-duty diesel engine
 - Includes charter, dial-a-ride, paratransit, inter-city, tow trucks, etc.
 - Owned or operated by a transit agency. Vehicles owned by private or non-profit that provide transit services for a public transit agency

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Proposed Changes to Fleet Rule for Transit Agencies

- Move to New Sections
- Add "Newly Formed" Transit Agency
- Increase Flexibility in Meeting Urban Bus PM Reductions
- Add Transit Fleet Vehicle Regulations
 - "Transit Fleet Vehicle" Definition
 - NOx and PM Fleet Requirements
 - Reporting Requirements

Changes Since May

- Change "Transit Fleet Vehicle" Definition
- Add Definition of "Commuter Service Bus"
- Add Definition of "Transit Fleet"
- Add UB NOx requirement for New Agency
- Change NOx Average Compliance Date
- Change PM reduction % and deadlines

Engine Certification

Engine certification based on Intended Service Class - 40 CFR Chapter 1, Part 86, Subchapter C, Subpart A 86.085-2

- Heavy-duty (HD) engine is used in a heavy-duty vehicle >6,000 gvw
 - Light HD <19,500 gvw
 - Medium HD 19,500-33,000 gvw
 - Heavy HD >33,000 gvw

"Commuter Service Bus"

- Powered by a heavy HD diesel engine or of a type normally powered by a heavy HD
- Operates on a fixed route primarily during peak commute hours
- No passenger-initiated stops
- No more than 5 stops per scheduled route and two round trips per day to and from the same destination
- Operates one-way in the morning and opposite way in the afternoon

"Transit Fleet"

"Transit Fleet" means the total of a transit agency's urban buses and transit fleet vehicles, excluding emergency contingency vehicles.

"Transit Fleet Vehicle"

"Transit Fleet Vehicle" means a vehicle greater than 8,500 gross vehicle weight, **powered by heavy-duty diesel engine or of a type normally powered by a heavy-duty diesel engine**, owned or operated by a transit agency, and which is not an urban bus.

Extensions

- Financial Hardship
 - Section 2023(e)
 - 20 in transit fleet
- Unavailability of Technology for PM
 - Section 2023(f)
- Delay of Implementation for PM
 - Section 2023(g)
 - 20 in transit fleet in 1 hour Ozone attainment

New Agency - Urban Bus

- NOx Requirement
 - 4.0 g/bhp-hr, or the NOx average of the active fleet of the TA from which it is formed, whichever is lower.
- PM Requirement
 - Same baseline as formation TA

Transit Fleet Vehicle: Proposed NOx Requirements

- NOx Fleet Average Reduction
 - 3.2 g/bhp-hr in 2007
 - 2.4 g/bhp-hr in 2010
 - Based on engine certification
- Implementation date changed from January 1 to December 31
- Retirement option dates changed

Transit Fleet Vehicles: Proposed PM Requirements

- Total PM Reduction
 - Baseline January 1, 2005
 - Same method as for Urban Buses; diesel fuel only
- Implementation Schedule:
 - 40% reduction by 12/31/2007
 - 80% reduction by 12/31/2010, or average of 0.01 g/bhp-hr PM

Compliance Deadlines

Date	% PM reduction from baseline	Fleet NOx Average
January 1, 2005	0%	na
December 31, 2007	40%	3.2 or retire 1997 and earlier MY
December 31, 2010	80%	2.4 or retire 2001 and earlier MY

Reports due January 31st 2006 through 2016

Every Year	For all TFV - vehicle MY, engine MY & model, fuel used
In addition:	
2006	Plans for meeting 2007 NOx Ave., 2005 PM Baseline
2008	12/31/2007 NOx Ave. and PM Reduction
2009	Plans for meeting 2010 NOx Ave.
2011	12/31/2010 NOx Ave. and PM Reduction

Public Process

- 1st Public Workshop 04/03/03
- 2nd Public Workshops
 - 12/2/03 (El Monte); 12/3/03 (Sacramento)
- 3rd Public Workshops
 - 5/17/04 (Sacramento); 5/18/04 (El Monte)
- 4th Public Workshops
 - 10/7/04 (El Monte); 10/8/04 (Sacramento)
- Comments Requested by 10/26/04
- Board Hearing January 2005

COMMENTS REQUESTED

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